

DATE 10/16/81

ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

FAR GUIDANCE MATERIAL

Subject: AIR CARRIER SECURITY

1. **PURPOSE.** This circular provides information and guidance for implementation of new Federal Aviation Regulations (FAR) Part 108, Airplane Operator Security. However, the sensitive nature of many security procedures precludes full discussion in this circular. Federal Aviation Administration (FAA) Civil Aviation Security Special Agents (FAA Security Inspectors) located throughout the United States (reference Appendix 1) are available to discuss the many issues that may arise regarding implementation and procedural details of security safeguards.

2. **CANCELLATION.** AC 121-17, dated March 14, 1972, Subject: Aviation Security: Certain Air Carriers and Commercial Operations - Security Programs and Other Requirements.

3. **BACKGROUND.** On November 1, 1979, the FAA published Notice of Proposed Rulemaking No. 79-17 (44 FR 63048), proposing to extend FAA security regulations applicable to scheduled passenger and public charter operations of U.S. certificate holders and foreign air carriers and U.S. intrastate operators to certain air taxi operators and small airplane operations conducted by U.S. and foreign operators. It also proposed to simplify these regulations and consolidate them (for U.S. certificate holders) into a new part of the Federal Aviation Regulations (FAR Part 108) to facilitate public access to security regulations. At the same time it was proposed to amend FAR Part 107 to reflect the different levels of security safeguards airport operators would be required to implement. The security requirements imposed on airport operators by amended FAR Part 107 are tailored to meet the differing levels of threat which exist for different sizes and types of airplane operations. FAR Part 108 and the amendments to FAR Parts 107 and 129 are effective on September 11, 1981.

a. Since their inception in 1972, FAA security regulations have been designed to meet threats of hijacking and other crimes against the specific kinds of aircraft operations that have proven to be most attractive to the potential hijacker or saboteur. Usually, these operations have involved large transport type airplanes with scheduled departure times, and generally have been conducted by certificate holders operating under Certificates of Public Convenience and

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Necessity (CPCN) and other limited economic authority issued by the Civil Aeronautics Board (CAB), as well as by certain intrastate operators. Operating rules for these operators are set out in FAR Part 121 (14 CFR 121) and, for this reason, FAA security regulations were initially placed in that part.

b. Security for scheduled operations subject to FAR Part 135 (14 CFR 135) was achieved through voluntary implementation of operations specifications and compliance with requirements similar to those in FAR Part 121.

c. Following passage of the Airline Deregulation Act (Deregulation Act of 1978), the number of these operations increased. Further, since the passage of the Deregulation Act, the CAB liberalized its policies and granted broad authority to conduct scheduled operations with large aircraft. These CAB actions resulted in numerous certificate holders, referred to in the Deregulation Act as "commuters," operating under FAR Part 135 with authority to conduct operations similar to those that were previously conducted only by CPCN holders under FAR Part 121. While CPCN holders were discontinuing service at different terminals during the late 1970's, "commuter" air carriers were gaining these terminal and route authorizations. As a result, many commuter air carriers began using aircraft in scheduled and public charter operations identical to those formerly used only by CPCN holders. These airplanes were being operated over routes formerly served by CPCN holders, and the operations were conducted without being subject to full FAA security requirements.

d. The Deregulation Act carried with it a mandate that there be no lessening of safety in situations where commuter air carriers provide substitute service on routes previously served by route certificate holders. Section 33(c)(3) of the Deregulation Act requires the FAA to "impose requirements upon such commuter air carriers to assure that the level of safety provided to persons traveling on such commuter air carriers is, to the maximum feasible extent, equivalent to the level of safety provided to persons traveling on certificate holders which provide service pursuant to certificates issued under Section 401 of this title."

e. Considering the economic burden that could be imposed on the small airport and airplane operators and the fact that the hijacking threat directed against commuters had not significantly increased, FAR Part 108, as enacted, requires implementing a full security program only for scheduled and public charter operations with airplanes having a passenger seating configuration of more than 60 seats and for operations providing deplaned passengers access to a sterile area at the next landing when that access is not controlled by another airplane operator's security program.

f. For operations with airplanes having a passenger seating configuration of more than 30 but less than 61 seats, a full security program need not be routinely implemented. A full security program for these operations will have to be implemented only if the FAA notifies the airplane operator that a security threat exists with respect to a particular operation or set of operations. The final determination of whether such a threat exists will be made by FAA's Director of Civil Aviation Security.

g. While the frequency and extent of these threats cannot be predicted, this contingency should seldom be invoked. If it is, it will probably not involve all airplane operations or all points served by a single operator, nor would all precautions have to be taken in every contingency.

h. Antihijack security training is required for all crewmembers of FAA certificate holders operating under FAR Parts 121 or 135. In addition, throughout FAR Part 108 and changes to FAR Part 107 and FAR Section 129.25, the term "airplane" instead of "aircraft" is used since threatened operations have historically only involved airplanes and seldom have involved other aircraft such as helicopters.

4. DEFINITIONS. Terms used in FAR Part 108 are defined for use in this circular as follows:

a. "Certificate holder" means a person holding an FAA operating certificate when that person engages in scheduled passenger or public charter passenger operations or both.

b. "Passenger seating configuration" means the total number of seats for which the aircraft is type certificated or otherwise shown in formal documentation on file with FAA that can be made available for passenger use aboard a flight and includes that seat in certain airplanes which may be used by a representative of the Administrator to conduct flight checks but is available for revenue purposes on other occasions.

c. "Private charter" means any charter for which the charterer engages the total capacity of an airplane for the carriage of:

(1) Passengers in civil or military air movements conducted under contract with the Government of the United States or the Government of a foreign country; or

(2) Passengers invited by the charterer, the cost of which is borne entirely by the charterer and not directly or indirectly by the individual passengers.

d. "Public charter" means any charter that is not a "private charter."

e. "Scheduled passenger operations" means holding out to the public of air transportation service for passengers from identified air terminals at a set time announced by timetable or schedule published in a newspaper, magazine, or other advertising medium.

f. "Sterile area" means an area to which access is controlled by the inspection of persons and property in accordance with an approved security program or a security program used in accordance with FAR Section 129.25.

5. APPLICABILITY. The requirements contained in FAR Part 108 are applicable to all operators of airplanes who hold FAA Air Carrier Operating Certificates or FAA

Operating Certificates when they engage in scheduled or public charter passenger operations under specified conditions. Helicopters and all-cargo operations are specifically excluded from security requirements as are all operations conducted in airplanes with a passenger seating configuration of 1 through 30 seats where the operator does not desire passenger access to a sterile area upon deplanement. Should a helicopter or other non-airplane operator desire to operate pursuant to an FAA approved security program to permit deplanement of passengers into a sterile area or for other reasons, such an operator may petition FAA for approval of an Amendment to its Operations Specifications to include appropriate security procedures. Such operators should refer to FAA Advisory Circular AC 135-4A, dated April 15, 1976.

6. SECURITY PROGRAM - ADOPTION AND IMPLEMENTATION. Three distinct types of scheduled or public charter operations generate the requirement for certificate holders to adopt and carry out a security program under FAR Part 108. Those operations are as follows:

a. Operations with an airplane having a passenger seating configuration of more than 60 seats.

b. Operations that provide deplaned passengers access, that is not otherwise controlled by a certificate holder using an approved security program or a foreign air carrier using a security program required by FAR Section 129.25, to a sterile area. This situation is discussed below in paragraph 11.

c. Each operation with an airplane having a passenger seating configuration of more than 30 but less than 61 seats. However, unless FAA notifies the certificate holder of a security threat, the only portions of the program that must be implemented are those that deal with law enforcement availability to respond to an incident. Threat notification procedures and circumstances are discussed in paragraph 14 and law enforcement requirements are discussed in paragraph 12.

d. Beyond those situations where a certificate holder is required to adopt and carry out a security program, the regulations provide for an airplane operator to voluntarily apply to FAA for approval of a security program for operations other than those detailed in a., b., or c. above. Such a need could be perceived by the operator to meet passenger expectations, company policies or for any other reason. Once approved by FAA, such a "voluntary" program becomes enforceable and the regulation requires that the operator carry out the program provisions. A failure to carry out the program is a regulatory violation that could result in civil penalty action against the operator. Further, any operator not governed by the regulation can seek advice and assistance from FAA security offices where it wishes to implement some or all of the security procedures endorsed by FAA. Implementation of such procedures without FAA program approval is possible for such an operator without placing itself in a "regulated" status.

7. SECURITY PROGRAM - FORM, CONTENT AND AVAILABILITY.

a. FAR Part 108 states that a security program required by the regulation, as detailed in paragraph 6.a., b., or c. shall provide for the safety of persons and

property traveling in air transportation and intrastate air transportation against acts of criminal violence and air piracy, be in writing and signed by the certificate holder or any person delegated authority in this matter, be approved by the Administrator, and include the procedures and a description of the facilities and equipment used to comply with the regulatory requirements regarding screening functions, airplane and facilities control functions, law enforcement officer availability, use of X-ray systems, and bomb and air piracy threat response. Each of these regulatory areas is discussed below in a separate paragraph. The regulation further requires that the certificate holder maintain at least one copy of the approved security program at its principal business office, maintain a complete copy or the pertinent portions of its approved security program or appropriate implementing instructions at each airport where security screening is being conducted, and make these documents available for inspection upon request of any Civil Aviation Security Special Agent. Further, the operator is required to restrict the availability of information contained in the security program to those with an operational need-to-know, and to refer requests for such information by other persons to the Director of Civil Aviation Security of the FAA.

b. An Air Carrier Standard Security Program meeting the requirements of FAR Part 108 is available for use by all certificate holders. This program, jointly developed by FAA and industry, has proven very effective in lessening the certificate holder's administrative burden. The FAA encourages adoption of the Standard Security Program to ensure uniform implementation of security procedures, and will be pleased to work with operators to explain in detail the substance of that program and the body of interpretive information that has accrued since its inception in 1976. Section XV of the Standard Security Program (SSP) has been reserved to list and identify exceptional security procedures used by a certificate holder. Examples of the use of Section XV include a listing of those airports where the certificate holder furnishes law enforcement support for the screening process and description of the procedures used to screen checked baggage that is delivered to the passenger aboard the airplane after landing or upon deplanement on the air operations area for carriage into a sterile area. These situations, together with any other procedures not covered by the standard sections of the SSP, will be addressed in Section XV.

8. SCREENING OF PASSENGERS AND PROPERTY. Certificate holders required to conduct screening include those engaging in scheduled or public charter passenger operations with airplanes having a passenger seating configuration of more than 60 seats and those operations with airplanes having a passenger seating configuration of 1 through 60 seats where the deplaned passengers will have uncontrolled access to a sterile area. Sterile area access is discussed in paragraph 10. Additionally, 31 through 60 seat airplane operations may be required to screen if FAA declares that a threat exists sufficient to require such protection. This aspect is discussed below in paragraph 13. Certificate holders required to screen or otherwise electing to screen may choose to utilize the screening facilities of another certificate holder operating under an FAA approved security program or, of course, may establish a separate screening system. In either case, the certificate holder is responsible for assuring that the screening system and procedures meet

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FAA requirements. Certificate holders performing screening for the purpose of providing sterile area access to their passengers have several alternatives available. Assuming they are able to secure agreement from the concerned parties, they may elect to screen at the enplanement airport or may screen or have another certificate holder screen at the deplanement airport. Such certificate holders are not required to screen if their access to the sterile area is controlled through surveillance and escort procedures. Details concerning actual screening procedures are included in the Air Carrier Standard Security Program and are not subject to discussion in this circular.

9. CARRIAGE OF WEAPONS. Certificate holders should carefully review Advisory Circular AC 108-2, Carriage of Weapons and Escorted Persons. That circular discusses many aspects of carriage of weapons aboard aircraft and procedures to be followed by the individual and the certificate holder. Certificate holders should be particularly mindful of the applicability of the several subsections of FAR Part 108 dealing with the carriage of weapons as follows:

a. Certificate holders required to screen must assure that no person has a firearm or other dangerous or deadly weapon accessible while aboard unless that person meets the procedural requirements of the regulation. FAA and all appropriate Federal agencies have exchanged letters wherein each Federal agency has identified those employees required to travel armed and the reasons for such requirements. State and local agencies are required to follow different procedures pursuant to FAR Part 108 that assure the need for firearm carriage.

b. Certificate holders not required to screen have no responsibility regarding the carriage of firearms aboard under FAR Part 108. The individual, however, is prevented from carrying a firearm unless authorized by the certificate holder. This provision in FAR Part 108 is identical to the provision in FAR Section 135.119.

c. Certificate holders, without regard to screening, may not knowingly allow carriage of loaded firearms in checked baggage. Individuals are also prohibited from such carriage by FAR Part 108 and FAR Section 902(1) of the FAA Act.

d. Certificate holders without regard to screening, may not knowingly allow carriage of an unloaded firearm in checked baggage nor may individuals carry an unloaded firearm in checked baggage unless the procedures detailed in FAR Part 108 are followed. Those procedures require that the baggage containing the unloaded firearm be carried in an area that is inaccessible to passengers. On some smaller airplanes the checked baggage compartment is located in the passenger compartment and is separated from the passenger seating area by an unlocked door or a mesh net. If the baggage containing the unloaded firearm is loaded first in such a compartment and is as far away from the passengers as feasible, such an arrangement will generally be viewed as acceptable. FAA will consult with the certificate holder regarding each specific situation.

e. Again, reference to AC 108-2 will be particularly helpful for certificate holders.

10. SECURITY OF AIRPLANES AND FACILITIES. All certificate holders required to conduct screening are also required to carry out a number of security procedures designed to assure the safety of their airplanes and facilities. Such procedures include prohibiting unauthorized access to the airplane, ensuring that baggage carried in the airplane is checked in by a responsible agent and that identification is obtained from unknown shippers; ensuring that cargo and checked baggage are handled in a manner that prohibits unauthorized access; and conducting a security inspection of the airplane before placing it in service and after it has been left unattended. Detailed procedures regarding the above control functions are listed in the Air Carrier Standard Security Program and are not subject to discussion herein.

11. ACCESS TO STERILE AREAS. Operators of airplanes of any seating configuration may not discharge scheduled or public charter passengers into a sterile area unless: (1) the passengers and their accessible items are properly screened by the airplane operator; or (2) their access is controlled through surveillance and escort procedures or through the screening procedures of another operator.

a. Thus, passengers may have access to a sterile area where the discharging operator has made a prior agreement with another FAA certificate holder or foreign air carrier, or in some cases the airport operator, having responsibility for the sterile area either for escort of the deplaning passengers into, through, and out of the sterile area or for the screening of those passengers before entry. If a carrier chooses to implement an escort procedure, such escort should be on a ratio of one carrier representative per ten passengers and must be coordinated in advance with the air carrier having responsibility for security of the sterile area through which escort is planned. Without these arrangements, operators not otherwise required by FAR Part 108 to screen their passengers who wish to deplane their passengers into a sterile area must adopt and implement all the provisions of an appropriate security program with respect to that passenger operation. This requires: (1) 100 percent screening of all passengers and their accessible items be completed before the last departure; (2) the airplane be protected; and (3) procedures be used to prevent or deter the introduction of explosives and incendiaries into checked baggage for those flights.

b. This process has previously been followed by a number of commuter/air taxi operators operating under FAR Part 135. These operators, because of their desire to allow their passengers to have direct and uncontrolled access to a sterile area, have voluntarily elected to amend their operations specifications to adhere to security requirements. With implementation of FAR Part 108, operators desiring that their passengers have direct uncontrolled access to sterile areas must follow the security program procedures in FAR Section 108.25.

c. The commuter or air taxi operator may elect to screen all passengers at the last airport of departure prior to deplanement into the sterile area or at several airports prior to deplanement. The certificate holders' election will determine which airport(s) are required to furnish law enforcement officers to support the screening process. In situations where small numbers of passengers are

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boarded at several prior airports, the operator may find it economical to deplane the previously boarded passengers and perform screening at the last airport of departure before deplanement into the sterile area. This would preclude the cost associated with a number of individual screening operations. However, if the operator elects to deplane unscreened passengers for subsequent screening, the cabin of the aircraft should be searched prior to reboarding. If the certificate holder should elect to screen at several airports prior to deplanement into a sterile area, it must follow all of the provisions of its security program for each screening operation.

d. On many smaller airplanes where passengers have access to a sterile area upon deplanement, checked baggage is carried in a compartment in the nose of the aircraft or in a space adjacent to the passenger seating area and is returned to the passenger either aboard the airplane upon landing or on the air operations area upon deplanement prior to entry into the sterile area. Should the passenger desire to take this baggage into the sterile area, it must be screened for firearms, explosives, incendiary devices, and deadly or dangerous weapons even though the baggage may have been transported aboard the aircraft as checked baggage. If the operator's security program provides procedures for screening checked baggage for explosive devices it must follow such procedures. Screening for firearms may be accomplished at the deplanement or enplanement airport and may be accomplished by hand search or X-ray search. An alternative to such screening is for the certificate holder to arrange for the baggage to be transported by its employees or by a gaining certificate holder's employees or others in the air operations area either for interline transfer to another certificate holder or return to the passenger after he or she exits the sterile area. Specific procedures to deal with this issue on a case by case basis will be incorporated into the certificate holder's security program in Section XV (Reference paragraph 6 of this circular for an explanation of Section XV). Most airport operators and large certificate holders have experience with the type of deplanement/screening/escort operations discussed above and are able to offer advice and guidance to the operator with new sterile area access requirements. Commuter certificate holders and others with such a need should contact certificate holders responsible for the appropriate sterile area(s) to discuss specific requirements.

12. LAW ENFORCEMENT OFFICERS. When a certificate holder is required to implement a security screening system at an airport governed by FAR Part 107, the airport operator is required to provide law enforcement support for that screening. When a certificate holder conducts operations from an airport not governed by FAR Part 107 and is required to use a screening system through voluntary adoption of a security program or because the operation is a public charter, the certificate holder is required to provide law enforcement officers to support the screening system. An airport is governed by FAR Part 107 when it regularly serves the scheduled passenger operations of a certificate holder (airplane operator) required to have a security program by FAR Section 108.5(a) (i.e., not a voluntary program made mandatory by Section 108.5(b)).

a. At U.S. airports regularly serving scheduled passenger operations of certificate holders and foreign air carriers utilizing airplanes with more than 60 seats, the airport operator is required to adhere to the current provisions of FAR Part 107 including providing law enforcement officers to support screening.

b. At those airports regularly serving scheduled passenger operations utilizing 31- through 60-passenger-seat airplanes and at which the airplane operator is not required to screen, the airplane operator will normally only have to implement those portions of the program that call for (1) having procedures for contacting the law enforcement agency identified by the airport operator and arranging for response to an incident when needed; and (2) advising appropriate employees, including crewmembers, of the procedures and how to use them.

c. The airport operator, under such circumstances, must assure that law enforcement officers are available and committed to respond to the airplane operator's request for assistance and include such information in its security program as detailed in the following paragraph. Responsibility for establishing and implementing the actual arrangements and for obtaining assistance in the case of an incident rests with the airplane operator.

d. For these operations (31 thru 60 seat airplanes), the airport operator is required to submit to the FAA for approval a security program that identifies the law enforcement support available to respond upon request of the airplane operator, a description of the procedure to be used by the certificate holder to summon support, a description of the training the law enforcement officers have received, and a description of the system for recording law enforcement actions taken in support of aviation security as called for by FAR Section 107.23.

e. If an airplane operator using airplanes with less than 61 passenger seats must adopt and carry out a full security program with a screening system to gain access to a sterile area, the airport operator must provide law enforcement support during all required passenger screening operations. The airport operator is required to submit to the FAA for approval a security program identifying the law enforcement support, the training received by law enforcement officers, and a description of the system for recording law enforcement actions taken in support of aviation security. These law enforcement support requirements are the only security requirements imposed on the airport operator for operations with airplanes configured for less than 61 passenger seats where screening is performed under a required security program to gain access to a sterile area upon deplanement.

f. There are only two situations in which the airplane operator must provide law enforcement support for screening.

(1) The first is for a public charter using an airplane with more than 60 seats from an airport not governed by FAR Part 107. Should the airport be governed by FAR Part 107 by virtue of other scheduled service by an operator required to have a program by FAR Part 108, then the airport operator must furnish the LEO to support the public charter departure.

(2) The other situation where the airplane operator must provide the LFO arises at a non-FAR Part 107 airport where the airplane operator is not required to have a program, but to further company policy or for other reasons voluntarily elects to have an approved program and to screen flights using airplanes of less than 31 seats. In this case, the airport operator is not governed by FAR Part 107 by virtue of such service and where it is not otherwise governed by FAR Part 107 because of other service, the airplane operator must furnish the LFO.

g. In both of the above situations law enforcement officers furnished by the airplane operator must meet the training and qualification standards enumerated in FAR Section 107.17.

h. Where the airplane operator with a voluntary program elects to screen and the airport is governed by FAR Part 107 by virtue of other service, the airport operator must furnish the LFO to support the voluntary 1-30 seat screening. Further, it should be noted that where an operator of 1-30 seat airplanes who deplanes passengers into a sterile area is required to have a security program, the airport operator is required to furnish law enforcement officers to support the screening process.

13. USE OF X-RAY SYSTEMS. FAR Part 108 prescribes detailed procedures for the use of X-ray systems to assure the safety of X-ray operators and others working in close proximity to the devices. Certificate holders utilizing or planning to utilize X-ray devices should review those requirements closely and discuss any questions resulting from that review with the appropriate FAA security office listed in Appendix 1 of this circular.

14. BOMB AND AIR PIRACY THREATS. FAR Part 108 establishes procedures for the certificate holder to follow upon receipt of a bomb threat or information that an act or suspected act of air piracy has been committed. Upon receipt of a bomb threat against a specific aircraft, each certificate holder is required to attempt to determine whether or not any explosive or incendiary device is aboard the airplane involved by conducting a security inspection on the ground before the next flight or, if the airplane is in flight, immediately after its next landing. Further, if the airplane is being operated on the ground, the certificate holder is required to advise the pilot in command to immediately submit the airplane for an inspection or if the airplane is in flight, advise the pilot in command of all pertinent information available so that necessary emergency action can be taken.

a. Immediately upon receiving information that an act or suspected act of air piracy has been committed, the certificate holder is required to notify the Administrator. This notice can be accomplished by contacting the nearest air traffic control facility or by advising the appropriate FAA Civil Aviation Security Office listed in Appendix 1. If the airplane is in airspace under other than United States jurisdiction, the certificate holder is also required to notify the appropriate authorities of the country in whose territory the airplane is located and, if the airplane is in flight, the appropriate authorities of the country in whose territory the airplane is to land. Notification to the appropriate air traffic controlling authority is sufficient action to meet this requirement.

b. One other aspect of threat conditions covered by FAR Part 108 concerns the requirement that operators of 31-through 60-seat airplanes must be prepared to implement the full security program for all or part of its operations at a particular station or systemwide upon notification by the FAA's Director of Civil Aviation Security that a threat exists. Such a threat would exist, for example, where operations in this category have been subjected to hijacking and a specific threat has been made that more hijackings will be perpetrated. Such a threat might also exist where information has been received or developed concerning probable criminal acts against airplanes in this category without a prior hijacking. This type of information would be specific and FAA will not require implementation of contingency procedures routinely. FAA will consult with the affected certificate holders, the U.S. intelligence community and others, prior to "declaring" a threat condition sufficient to require implementation of contingency procedures. FAA will give significant weight to the views of impacted operators during such consultations. While specific contingency procedures are not subject to discussion herein, FAA anticipates that all such procedures would not need to be implemented for every threat. For instance, if the specific threat is that an explosive device will be thrown over a fence at a specific airplane, the operator might only implement those procedures dealing with airplane security and perimeter control. In any event, since protection against a specific threat is in the certificate holder's own best interests, FAA will work closely with the affected operator to design mutually acceptable, adequate contingency procedures to deal with any specific threat that develops.

15. PASSENGERS UNDER THE CONTROL OF ARMED LAW ENFORCEMENT ESCORTS. Certificate holders required to conduct screening who desire to transport prisoners or others under the control of armed escorts (normally law enforcement officers) must follow the procedures of FAR Part 108. No provisions in FAR Part 108 attach to the carriage of persons under voluntary protective escort or prisoners or others escorted by unarmed escorts. Certificate holders should closely review the escort procedures in FAR Part 108 and as detailed in Advisory Circular AC 108-2.

16. CREWMEMBER EMERGENCY TRAINING. FAR Part 108 refers to the appropriate requirements in FAR Parts 121 and 135 covering the certificate holders' responsibility to provide antihijack training for crewmembers. FAR Part 108 requires each "Certificate Holder" to provide such training.

17. FAR 107/108 FINAL RULE SUMMARY. Enclosed as Appendix 2 is a graphic summary of requirements embodied in FAR Part 108 and the changes to FAR Parts 107 and 129.

Richard F. Lally
Richard F. Lally
Director of Civil Aviation Security

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Appendix 1

REGIONS

CASFOs

FAA ALASKAN REGION

Civil Aviation Security
Division, AAL-700
701 C Street, P.O. Box 14
Anchorage, Alaska 99513
Commercial: 907-271-5557
FTS: Seattle Operator 8-399-0150
ask for 271-5557

Civil Aviation Security
Field Office - ANC CASFO
P.O. Box 6478
Anchorage, Alaska 99502
Commercial: 907-243-4338
FTS: Seattle Operator 8-399-0150
ask for 243-4338

FAA CENTRAL REGION

Civil Aviation Security
Division, ACE-700
601 East 12th Street
Kansas City, Missouri 64106
Commercial: 816-374-3901
FTS: 8-758-3901

Civil Aviation Security
Field Office - MCI CASFO
P.O. Box 20003
Kansas City, Missouri 64195
Commercial: 816-243-3820
FTS: 8-754-3820

Civil Aviation Security
Field Office - STL CASFO
Lambert-St. Louis Int'l Airport
P.O. Box 10306
St. Louis, Missouri 63145
Commercial: 314-425-7050
FTS: 8-279-7050

FAA EASTERN REGION

Civil Aviation Security
Division, AEA-700
Federal Building #111
JFK International Airport
Jamaica, New York 11430
Commercial: 212-995-9520
FTS: 8-665-9520

Civil Aviation Security
Field Office - BAL CASFO
Pier C - Baltimore-Washington
International Airport
Baltimore, Maryland 21240
Commercial: 301-962-2795
FTS: 8-922-2795

Civil Aviation Security
Field Office - EWR CASFO
United Airlines Hangar #14, Room #2
Newark Airport
Newark, New Jersey 07114
Commercial: 201-645-3701
FTS: 8-341-3701

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REGIONS

CASFOs

FAA EASTERN REGION (Continued)

Civil Aviation Security
Field Office - DCA CASFO
Room 11, Commuter Terminal
Washington National Airport
Washington, D.C. 20001
Commercial: 703-557-0265
FTS: 8-557-0265

Civil Aviation Security
Field Office - IAD CASFO
Box 17174
Dulles International Airport
Washington, D.C. 20041
Commercial: 703-661-8222
FTS: 8-557-0266

Civil Aviation Security
Field Office - JFK CASFO
Building #141, Room 260
JFK International Airport
Jamaica, New York 11430
Commercial: 212-995-7080
FTS: 8-665-7080

Civil Aviation Security
Field Office - LGA CASFO
United Airlines Hangar #2
Room 322, La Guardia Airport
Flushing, New York 11371
Commercial: 212-995-2860
FTS: 8-665-2860

Civil Aviation Security
Field Office - PIT CASFO
P.O. Box 12315
Administration Building
Greater Pittsburgh Int'l Airport
Pittsburgh, Pennsylvania 15231
Commercial: 412-644-2845
FTS: 8-722-2845

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REGIONS

CASFOs

FAA EASTERN REGION (Continued)

Civil Aviation Security
Field Office - PHL CASFO
TWA Hangar, Room 310
Philadelphia International Airport
Philadelphia, Pennsylvania 19153
Commercial: 215-596-1970
FTS: 8-596-1970

FAA GREAT LAKES REGION

Civil Aviation Security
Division, AGL-700
2300 East Devon Avenue
Des Plaines, Illinois 60018
Commercial: 312-694-4500 x411
FTS: 8-384-9411

Civil Aviation Security
Field Office - ORD CASFO
Room 158
2300 East Devon Avenue
Des Plaines, Illinois 60018
Commercial: 312-694-4500 x289
FTS: 8-384-9289

Civil Aviation Security
Field Office - CLF CASFO
Cleveland Hopkins Int'l Airport
Room 104, Federal Facilities Bldg.
Cleveland, Ohio 44135
Commercial: 216-433-7262
FTS: 8-293-4031

Civil Aviation Security
Field Office - DTW CASFO
James M. Davey, North Terminal
Mezzanine
Detroit Metropolitan Airport
Detroit, Michigan 48242
Commercial: 313-941-1176
FTS: 8-372-3298

Civil Aviation Security
Field Office - MSP CASFO
Room 112
6301 34th Avenue, South
Minneapolis, Minnesota 55450
Commercial: 612-725-3410
FTS: 8-725-3410

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REGIONS

CASFOs

FAA NEW ENGLAND REGION

Civil Aviation Security
Division, ANE-700
12 New England Executive Park
Burlington, Massachusetts 01803
Commercial: 617-273-7352
FTS: 8-836-1352

FAA NORTHWEST-MOUNTAIN REGION

Civil Aviation Security
Division, ANM-700
Boeing Field, FAA Building
Seattle, Washington 98108
Commercial: 206-767-2555
FTS: 8-396-3555

Civil Aviation Security
Field Office - SFA CASFO
Room 426, Administration Building
Seattle-Tacoma Int'l Airport
Seattle, Washington 98158
Commercial: (206) 767-2580
FTS: 8-396-2580

Civil Aviation Security
Field Office - DEN CASFO
10455 East 25th Avenue
Aurora, Colorado 80010
Commercial: 303-837-2335
FTS: 8-326-2335

Civil Aviation Security
Field Office - SLC Post of Duty
P.O. Box 22094
Salt Lake City Int'l Airport
AMF Salt Lake City, Utah 84122
Commercial: 801-524-4032
FTS: 8-588-4032

Civil Aviation Security
Field Office - BIL Post of Duty
Room 205
Billings Logan Int'l Airport
Billings, Montana 59101
Commercial: 406-656-6108
FTS: 8-585-6236

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REGIONS

FAA SOUTHERN REGION

Civil Aviation Security
Division, ASO-700
P.O. Box 20636
Atlanta, Georgia 30320
Commercial: 404-763-7271
FTS: 8-246-7271

CASFOs

Civil Aviation Security
Field Office - MIA CASFO
P.O. Box 592336
Miami, Florida 33159
Commercial: 305-871-5506
FTS: 8-350-2638

Civil Aviation Security
Field Office - SJU CASFO
Second Floor, Room 200
Puerto Rico International Airport
San Juan, Puerto Rico 00913
Commercial: 809-791-3582
FTS: 8-809-791-3582

Civil Aviation Security
Field Office - TPA CASFO
P.O. Box 22541
Tampa International Airport
Tampa, Florida 33622
Commercial: 813-879-3900
FTS: 8-826-2570

Civil Aviation Security
Field Office - ATL CASFO
1568 Willingham Drive
Suite D, Room 111
Atlanta, Georgia 30337
Commercial: 404-763-7871
FTS: 8-246-7871

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CASFOs

FAA SOUTHWEST REGION

Civil Aviation Security
Division, ASW-700
P.O. Box 1689
Fort Worth, Texas 76101
Commercial: 817-624-4911 x217
FTS: 8-736-9217

Civil Aviation Security
Field Office - DFW CASFO
P.O. Box 61289
Parkway Plaza
DFW Airport Station
Dallas, Texas 75261
Commercial: 214-574-2115
FTS: 8-741-2115

FAA WESTERN-PACIFIC REGION

Civil Aviation Security
Division, AWP-700
P.O. Box 92007
Worldway Postal Center
Los Angeles, California 90009
Commercial: 213-536-6325
FTS: 8-966-6325

Civil Aviation Security
Field Office - LAX CASFO
P.O. 45018
Worldway Postal Center
Los Angeles, California 90045
Commercial: 213-642-5180
FTS: 8-966-5180

Civil Aviation Security
Field Office - SFO CASFO
831 Mitten Road
Burlingame, California 94010
Commercial: 415-876-2853
FTS: 8-466-2853

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REGIONS

CASFOs

FAA WESTERN-PACIFIC REGION (cont)

Civil Aviation Security
Field Office - LAS CASFO
P.O. Box 11169
McCarran International Airport
Las Vegas, Nevada 94010
Commercial: 702-385-6390
FTS: 8-598-6390

Civil Aviation Security
Field Office - SAN CASFO
880 Front Street
Suite 4-N-30
San Diego, California 92188
Commercial: 714-293-5528
FTS: 8-895-5528

Civil Aviation Security
Field Office - PHX CASFO
2800 Sky Harbor Boulevard, Room 114
Phoenix, Arizona 85034
Commercial: 602-261-6021
FTS: 8-261-6021

Civil Aviation Security
Field Office - HNL CASFO
P.O. Box 50109
Honolulu, Hawaii 96850
Commercial: 808-836-1055
FTS: San Francisco Operator:
8-556-0220
ask for: 836-1055

FAR 107/108
Final Rule Summary

A 107 Airport is "created" when regularly serving scheduled passenger operations of certificate holder required to have security program by 108.5(a) or a foreign air carrier required to have a security program by 129.25.

NOTE: There are "3 levels" of 107 airports that can be "created" by scheduled operations as follows: ...

| 107 AIRPORT TYPE | AIRPLANE OPERATOR REQUIREMENTS | AIRPORT OPERATOR REQUIREMENT |
|--|--|---|
| Level I 107 airport (scheduled operations with airplanes ABOVE 60 seats) | Required to have and implement full security program (SSP) Antihijack crew training (108.5(a)(1)) | Full 107 requirements |
| Level II 107 airport (scheduled operations with airplanes 1-60 seats that screen to have sterile area access) | Required to have and implement full security program (SSP) Antihijack crew training (108.5(a)(2)) | Furnish LEO support for screening only (no ID, fence, gate control, etc.) |
| Level III 107 airport (scheduled operations with airplanes 31-60 seats - no screening) | Carrier required to have full security program (SSP) (Implement provisions that require carrier to contact airport operator or other appropriate law enforce- ment jurisdiction to arrange for availability of LEO to respond to each station served and require that carrier furnish LEO contact information to all crewmembers serving appropriate stations and post information at appropriate station and instruct employees in use.) Carrier must implement full SSP when FAA notifies of threat to specific flight or series of flights. Antihijack crew training (108.5(a)(3)) | Assure availability of LEO to respond. Requirement limited to furnishing LEO support for screening similar to current 107. |
| NON-107 AIRPORTS (ASSUMES ABSENCE OF SERVICE DETAILED ABOVE) | AIRPLANE OPERATOR REQUIREMENTS | AIRPORT OPERATOR REQUIREMENT |
| Scheduled operations at non-107 airport with airplanes 1-30 seats (no screening) | Antihijack crew training | None |
| Scheduled operations at non-107 airports with airplanes 1-30 seats (screening performed voluntarily to foster company policy - no access to sterile end at departure airport) | Implement program approved by FAA Furnish LEO to support screening. Antihijack crew training (108.5(b), 108.15(a)(1)) | None |
| Public charter at non-107 airport with airplanes 1-30 seats (no screening) | Antihijack crew training | None |
| Public charter at non-107 airport with airplanes 31-60 seats (no screening) | Arrange for LEO's to respond to incident; provide employees contact information. Antihijack crew training (108.5(a)(3), 108.15(a)(2)) | None |
| Public charter at non-107 airports with above 60 seat airplanes (screening conducted pursuant to 108.5(a)(1)). | Required to have and implement full security program (SSP). Furnish LEO support for screening. Antihijack crew training (108.5(a)(1), 108.15(a)(1)) | None |
| Public charter at non-107 airports with 1-60 seat airplanes (screening conducted pursuant to 108.5(a)(2)). | Required to have and implement full security program (SSP). Furnish LEO support for screening. Antihijack crew training (108.5(a)(2), 108.15(a)(1)) | None |
| Public charter at non-107 airports with 1-60 seat airplanes (screening conducted pursuant to 108.5(b) to further company policy). | Implement program approved by FAA (program must include requirement to furnish LEO to support screening). Antihijack crew training (108.5(b)) | None |

NOTE: Above requirements at non-107 airports assume that the airport is not regularly served by the scheduled passenger operations of a certificate holder required to have a security program by 108.5(a). If the airport is categorized as a 107 airport (Level I, II, or III) by virtue of service under 108.5(a)(1), (2), or (3), and screening is performed for any size public charter operation or scheduled operation, the airport operator is required to furnish LEO to support the screening.

